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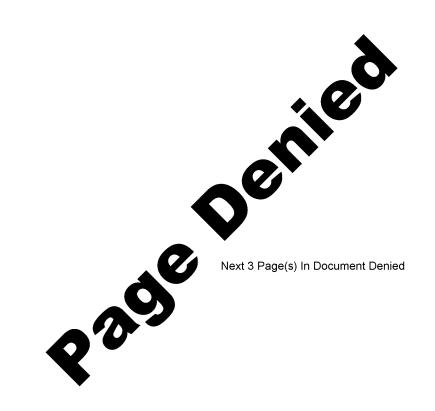
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imprisonment. All such matters had to be settled in Constanta when the ship returned. If the ship needed money before returning to Constanta, it sent a message asking for the "usual amount" to be released by the agent abroad. Radio communication between Rumanian ships had to go through Constanta. Direct communication was prohibited. Only when a merchant ship arrived in port was it boarded by a Control Commission (Comisia de Control). This Commission was composed of a SOVROMTRANSFORM agency representative, a customs representative, a representative of the frontier point (Punctul de frontiera), a representative of the Harbor Master (Capitania de Port) and a medical officer. Each of these officials had his particular function. The agency representative asked for cargo documents, manifesto; the customs representative checked dutiable goods; the frontier post representative asked for the seamen's identification cards, the Harbor Master's representative asked for ship's documents and crew's documents, and the medical officer checked health conditions. Under no other conditions could any authority board the ship without the express permission of the Captian. The Political officer (Secretarul Politic) on board ship was a member of the He represented the interests of the CP, watching the crew members and their political attitude according to instuctions he received from the CP. He gave directives to CP members at meetings, open and closed, which were held once a month and which lasted not more than one hour. At open meetings the entire crew was present. At the closed CP meetings only Party members were present. For all meetings aboard ship the Captain's permission had to be obtained. The Secretary submitted to the Captain agenda of the meeting and the Captain had the authority to change the agenda by eliminating certain topics. The meetings could be held only after 1700 hours and if they did not seriously interfere with the routine work aboard ship. In addition to CP meetings Seamen's Union meetings were also held under same conditions.

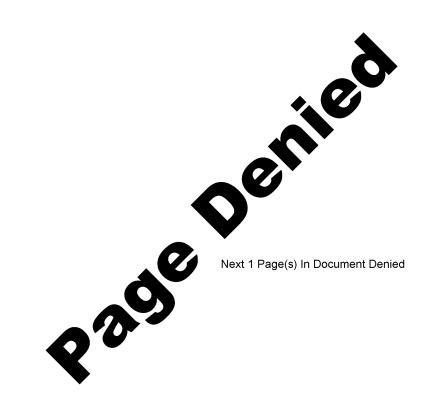
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(1) A man joining the merchant marine had to serve two years on the sea as deck assistant (asistent de punte) in order to become an able-bodied seaman. After two years at sea he took a practical examination at the Naval School in Constanta, upon completion of which he became an able-bodied seaman and got his seaman's card. (carte de marinar).

Another two years at sea, followed by a practical examination in the Naval school at Constanta, promoted an able-bodied seaman to the rank of Helmsman (timonier), and he received a helmsman's booklet (Brevet de Timonier).

Another two years at sea and a practical examination in the above school brought a man the title of Boatswain (Sef de Echipaj) and a boatswain's booklet (Brevet Sef de Echipaj).

Another two years at sea followed by a practical and theoretical examination promoted the man to the title of Officer Second Class, with a booklet of Officer Second Class (Brevet Officer Class Doua).

After two more years at sea and a successful theoretical and practical examination in the Naval School of Constanta, the man became a First Class Officer and received a First Class Officer's booklet (Brevet de Officer Clasa Intaia).

Another two years at sea, followed by a successful examination, promoted a man to the title of Coastal Navigation Captain and he received the booklet of Captain of Coastal Navigation (Brevet de Capitan de Cabotaj) or Master.

After two more years at sea and a successful examination, the man became Extra-Master and received the booklet of Extra-Master (Brevet de Caputan pe Cursa Lunga).

A young man, in order to become an Extra-Master in the merchant marine, thus had to spend lh years at sea and take seven examinations, four of which were only practical, and three, for officer's rank, which were both practical and theoretical.

- (2) A young man who finished the two-year course at the Naval School entered the merchant marine as an officer of the Second Class. He had to spend eight years at sea and pass the required examinations for all grades in order to become an Extra-Master.
- (3) A man, in order to qualify for the title of Radio Operator (Radio Telegrafist), if he had attended Naval School, had to spend six years at sea and take an examination every two years. A man who had not attended the Naval School had to become an able-bodied seaman, then two years as radio assistant and, after a successful examination in the Naval School, both theoretical and practical, he obtained the booklet of Radio Assistant (Brevet Radio Assistant). After two more years he became a Radio Telegraphist Second Class and got a booklet for that title (Brevet de Radio Telegraphist Class Doua). Two years ore entitled him to the title Radio Telegraphist First Class (Radio Telegrafist Class Intaia). Another two years and a successful examination brought him the title of Chief Radio Telegraphist (Sef Radio Telegrafist).
- (h) All examinations for candidates for diplomas for deck, radio, and engine service, were given in the spring or fall of each year in the Naval School in Constanta, before an examination commission, (Comisia de Examinare pentru Brevete). The commission was composed of a chairman, who was a Navy Admiral; a secretary who was a Navy Commander; the Harbor Master of Constanta, an Extra-Master; a professor of mathematics in the Naval School; a professor of foreign languages (each officer had to learn at least two foreign languages one of the languages for radio operators being English); an engine specialist, a Navy Commander; a radio officer, and a physician. The examination was divided as follows: First came the physical examination by the doctor. This was followed by three written examinations, one each day, and three oral examinations, again one each day. One examination covered general ravigation, the second mathematics and the third, sea commerce. The three-day oral examination covered general

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history, international and national marine law, mathematics, astronomy, loading and unloading, commerce, construction, navigation, ship maneuvering and mechanics, engine, loading, weights, etc.

A radio operator had to take in addition a three-day examination which covered mathematics, and a general and a specialized examination on radio communications as well as an examination on the English language. On the first day the radio operator took an examination in Morse code sending and receiving; on the second day on repair of radio apparatus; on the third day, dismantlement and assembling of radio apparatus, showing how it works.

Every ship's officer, with the exception of those who finished the Naval School, had to serve as a common seaman. Naval School training was considered sufficient to cover two years' training at sea. Students at the Naval School came out as Second Lieutenants in the Navy (Sublocotenent de Marina).

Differences in sleeping accommodations.

Officers had private rooms. The Captain had, in addition to a room, a private bath and a small salon. The crew had two beds in each cabin and one shower for each two cabins. The space alloted for sleeping quarters for the crew was below the standard set up by international law, namely, eight cubic meters per person or 16 cu. m. for each cabin holding two persons, because the shower room occupied six cubic meters of space. Thus, each cabin occupied 10 cu.m., which space was too small.

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	Regulamentul Serviciului la Boro maintain friendly relations with	d, which stated that	the officers must
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	surpring. The fighest court was Cur	tea Suprema Maritima	in Buchamost
	From this court appeal could be made Hague, The Netherlands.	to the Intermational	. court at The
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	The Captain could take rescued for	reign survivors to	the port of their
	choosing. He could not take ther port if they did not care to go to	there, that is, if the	Preento consumad
	outside of the territorial waters	Of these lands. The	a Contain had to
	give the rescued persons a bed, of When arranging for their transport	tation to their chose	en destination
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	asked min direc times if that was	his own decision and	IIION Monadadaa
	an affirmative answer, the copies kept on board ship, some copies w	ere sent to sovrowrp.	MCDODO
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